

*City of San José*  
***Coyote Valley Specific Plan***

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**Summary of Task Force Meeting**  
**February 27, 2006**  
**200 E. Santa Clara Street, Rooms W118-120**

**Task Force Members Present**

Co-chair councilmember Forrest Williams, co-chair councilmember Nancy Pyle, Supervisor Don Gage, Eric Carruthers, Pat Dando, Gladwyn D'Souza, Craige Edgerton, Doreen Morgan, and Ken Saso.

**Task Force Members Absent**

Chuck Butters, Helen Chapman, Russ Danielson, Phaedra Ellis-Lamkins, Dan Hancock, Chris Platten, Steve Schott, Jr., Steve Speno, and Neil Struthers.

**Technical Advisory Committee (TAC) Members Present**

Dawn Cameron (County Roads), Mike Griffis (County Roads), Jane Mark (County Parks), David Bischoff (consultant for City of Morgan Hill), Michele Beasley (Greenbelt Alliance), Melissa Hippard (Sierra Club), Libby Lucas (CA Native Plant Society), Brian Schmidt (Committee for Green Foothills), Pamela Vasudeva (VTA), Shanna Boigon (SCCAOR), Beverly Bryant (HBANC), Dennis Martin (HBANC), Pat Sausedo (NAIOP), Tim Steele (Sobrato), and Kerry Williams (Coyote Housing Group).

**City and Other Public Agencies Staff Present**

Anthony Drummond (Council District 2), Frances Grammer (Council District 2), John Mills (Council District 6), Lee Wilcox (Council District 10), Rachael Gibson (Office of Supervisor Don Gage), Laurel Prevetti (PBCE), Darryl Boyd (PBCE), Susan Walsh (PBCE), Mike Mena (PBCE), Sylvia Do (PBCE), Perihan Ozdemir (PBCE), Regina Mancera (PBCE), Rebecca Flores (Housing), Hans Larsen (DOT), Manuel Pineda (DOT), and Melanie Richardson (SCVWD).

## **Consultants Present**

Doug Dahlin (Dahlin Group), Roger Shanks (Dahlin Group), Stephanie Chang (Dahlin Group), Bill Wagner (HMH Engineers), Jodi Starbird (DJP&A), Chuck Anderson (Schaaf & Wheeler), and Eileen Goodwin (Apex Strategies).

## **Community Members Present**

Chris Allen, Tom Armstrong, Shiloh Ballard, Michael Bini, Mark Boyd, Sean Cottle, Frank Crane, Nicole Dunbar, Robert Eltgroth, Tedd Faraone, Dave Higgins, Virginia Holtz, James Hill, Matt King, Jack Kuzia, Pat Kuzia, Peter Mandel, Eric Morley, Sarah Muller, Ash Pirayou, George Reilly, Peter Rothschild, Art Sanchez, Annie Saso, Howard Selznick, Pete Silva, Sharon Simonson, Al Victors, Don Weden, and Kim Weden.

### **1. Welcome**

The meeting convened at 5:34 p.m. with co-chair councilmember Forrest Williams welcoming everyone to the 40<sup>th</sup> Coyote Valley Specific Plan (CVSP) task force meeting.

### **2. Acceptance of February 13, 2006 Task Force Meeting Summary**

Co-chair councilmember Nancy Pyle deferred this item to end of the meeting since there was not a quorum.

### **3. Review Transportation Policy Parameters**

Susan Walsh, senior planner with the Planning, Building and Code Enforcement Department, reviewed the CVSP transportation policy parameters. She provided an overview of the Council's Vision and Expected Outcomes as it relates to Coyote Valley transportation, the CVSP transportation elements, the three transportation policy approaches, the possible transportation policy parameters, and the next steps for CVSP transportation policy. Susan also reviewed the comments made by the task force regarding potential traffic policy approaches at the February 13, 2006 task force meeting.

Hans Larsen, deputy director with the Department of Transportation, provided follow-up responses to the task force comments regarding pedestrian and bicycle levels of service at the February 13, 2006 meeting. Although there are not any national standards for multi-modal LOS, the city has general guidelines for defining pedestrian and bicycle LOS. Pedestrian and bicycle

LOS is looked at differently compared to vehicle LOS, which looks at vehicle capacity and congestion at an intersection. Pedestrian LOS is based on how safe, convenient, and comfortable the pedestrian environment is. The city's pedestrian facilities should be a minimum of LOS D, in which sidewalks are functional and accessible, but are only 4-5 feet wide. Pedestrian LOS can be improved by creating buffers between pedestrians and moving vehicles, on-street parking, pedestrian-scaled lighting, and continuous shade canopies. Pedestrian LOS can also be enhanced through tightly designed intersections that are easy to cross and have high visibility crosswalks. The more enhancements there are, the higher the pedestrian LOS.

The city's bicycle facilities should be a minimum of LOS D. Bicycle LOS can be enhanced by designating bicycle routes and bike lanes, accommodating bicyclists at intersections, etc. Hans envisions a high LOS for Coyote Valley.

The task force provided the following questions and comments:

- What is the purpose of this discussion? *The purpose of this discussion is to inform the task force about the CVSP transportation policy and to solicit questions and comments from the task force.*
- Although the city has LOS for vehicles, pedestrians, and bicycles, recommended customizing transportation policies for Coyote Valley to address each of these areas.
- The Bay Conservation and Development Commission's primary goals include maximizing public access to the Bay and encouraging appropriate development around the Bay. Sidewalks should be wide enough for two couples to pass each other without contact. *Sidewalk widths range from 12-20 feet in downtown and neighborhood business districts (NBDs).*
- Recommended that bicycle facilities be planned for those who do not bike, as well as for avid bicyclists.
- Circulated copies of website information about bicycle facilities in Chicago, including information about a 120-mile looped bicycle facility. Recommended that there be proactive methods of drawing people into bicycling, such as creating bicycle parking facilities, valet bicycle parking services during special events, lockers and showers, opportunities to rent bicycles by the hour, bike shops, guided bike tours and fun rides, and setting up Internet cafés for cyclists.
- There are currently only three bike stations in California. Palo Alto has a good model to look at.
- Retrofitting an urban area for pedestrian and bicycle LOS is different than looking at LOS from scratch like in Coyote Valley. It is important to set a modal split goal and having a means to maintain or adjust it.
- It is important to have bicycle parking accessible on the street level so that the elderly and disabled do not have to carry bicycles upstairs.
- Recommended reviewing policies of areas with effective multi-modal circulation systems. Good examples include Palo Alto, Seattle, and other communities in Washington and Oregon.
- Mayoral candidates spoke about the need for the CVSP to be self-sustaining. It is good to see Transportation Demand Management (TDM) included in the CVSP. Stanford has

been able to keep its LOS at 1989 levels pursuant a conditional use permit they have with Santa Clara County. It is possible to attain this plan using the existing infrastructure. There should be pricing strategies for parking to complement and encourage the use of the existing infrastructure. Recommended that the modal splits be set at 33 percent walkability, 33 percent transit, and 33 percent for other mixed modes. These modal splits can be maintained through various strategies such as creating a parking authority from which modal dependent parking can be leased.

- On Fourth Street in Santa Rosa, parking is on one side of the street with retail on the other side. This makes it easier for bicyclists to park in front of retail stores.
- Unbundled parking helps lower the cost of housing. Parking can account for 20-25 percent of the cost of housing and 15 percent of the cost of living. Twenty-five percent of the units on Park Avenue in Palo Alto do not have parking since they are located by a Caltrain Station.
- It is difficult for developers to receive financing if they do not have a certain amount of parking. Recommended looking at communities with reduced parking requirements to see how developers received financing. Recommended having lenders look at this issue as well.
- Utility boxes should be banned from sidewalks in Coyote Valley. Sidewalk designs should relate to the function of the adjoining land uses. The route from downtown San Jose to the arena is a good example of where the width of a sidewalk and lighting works well.
- When reviewing designs of buildings, make sure that they are accessible those driving, walking, biking, and taking transit. Need to make sure there is a connection between the building and the mode of transportation.
- Automobiles should only be used to get in and out of Coyote Valley. People can move within Coyote Valley using transit, bicycles, trails, and other non-vehicle modes of transportation. We can manage the cost expended for parking structures. Need to think “out of the box” in regards to transportation, but everything still needs to be economically feasible for those who live and work in Coyote Valley.
- Recommended identifying areas where vehicles should not be allowed in order to benefit the community. Many communities have found ways to close streets to generate a lot of pedestrian, retail, and recreational activity. A good example is Denver’s recreational arts district, which is closed around 15<sup>th</sup> Street.
- In regards to auto-free areas, recommended considering congestion management pricing. CMP is a means of charging people to go into certain areas. Every major city in Europe is using this strategy; San Francisco and New York City are studying it.
- According to the PowerPoint presentation, one of the possible transportation policy parameters is to “accept greater auto congestion in the Coyote core area, Santa Teresa Boulevard mixed use areas, and along Bailey Avenue to the western mixed use node.” What does this mean? Thought we were limiting auto congestion in the core area, and possibly even closing off certain areas to vehicles. Concerned about the core area. Would like the core to be pedestrian-friendly. Recommended taking “auto” out of “auto congestion.” *The core area will have narrow streets, particularly around the lake. The area will be very walkable and will not be highly congested or have fast traffic.*

- These possible transportation policy parameters have not been finalized yet. Staff is asking the task force for feedback and input.
- Remembers discussing the issue of accepting auto congestion, but does not remember accepting auto congestion in specific areas of Coyote Valley. Transit may be a more desirable mode of transportation when streets are congested.
- Distributed a handout regarding Stanford's research park. Stanford is creating a personal rapid transit at no cost to taxpayers. Operation is expected to begin in 2008. It is more economical to provide transit systems because they reduce the need for mitigation. For instance, the widening of the Bailey Avenue interchange cost 450 acres of land mitigation on Coyote Ridge. If less emissions are produced, less mitigation needs to be done.
- Wanted to make a point that everything should be economically feasible overall, not that certain things would be costly to do.
- Mercedes makes biodiesel hybrid vans. This could be another alternative to getting around Coyote Valley. Recommended reducing the number of single occupancy vehicles. Stanford's rates are currently at 58 percent.
- The CVSP will increase traffic on Monterey Road. Monterey Road needs some special consideration. Properties east of Monterey Road have been annexed into the city for over 40 years. Concerned that these properties would not be able to be developed because of heavy traffic conditions. Properties already annexed into the city should be serviced and developed before any other properties are annexed into the city.

The public provided the following questions and comments:

- Bob Eltgroth, with the Silicon Valley Bicycle Coalition, indicated that he was glad to hear the task force mention bicycle friendly communities such as Palo Alto and Seattle. Davis is another bicycle-friendly community. The League of American Bicyclists has a bicycle-friendly community rating process. The checklist indicates what a city needs to do in order to create a bicycle friendly community. Bicycles are also considered as vehicular traffic. The state of California requires that all roads must accommodate bicycles, with the exception of toll roads, bridges, tunnels, and, in some cases, freeways. Trails can be more dangerous for bicyclists than streets. Streets reach destinations bicyclists need to go to, whether it is going to work, shop, or visiting the doctor. Bob works at a firm in Morgan Hill where 25 percent of the employees bike through Coyote Valley on a regular basis.

#### **4. Overview of Water Supply for the CVSP**

Darryl Boyd, principal planner with the PBCE Department, and Melanie Richardson, assistant operating officer with the Santa Clara Valley Water District, reviewed the water supply options for the CVSP. Expect water supply assessment to be completed within the next month or so. Darryl provided an overview of the Council's Vision and Expected Outcomes as it relates to Coyote Valley's water supply, water supply assessments, and water management plans. Melanie explained the SCVWD's role, goals, and guiding principles for the CVSP. She also discussed Santa Clara

County's three groundwater sub-basins, the existing and projected Coyote Valley supply sources. Darryl reviewed the existing and projected Coyote Valley demand sectors, preliminary findings, water supply sources, water conservation implementation, water resource goals and policies per the City of San Jose 2020 General Plan, and next steps for water supply assessment.

The task force provided the following questions and comments:

- Does the water supply assessment also address the Greenbelt? Yes.
- What is the process for ensuring that private water retailers have as much access to providing water? *Property owners choose who they want their water supplier during the subdivision map process. The CVSP water supply assessment will verify whether there is an adequate water supply; it will not specify who will provide the water.*
- The discussion about who the water supplier will be should be based on the quality of water, the quantity of water, and the cost of water.
- Great Oaks Water Company has been serving some areas of Coyote Valley for a long time. Is not sure what the solution is to competing water suppliers, but the quality of water, cost of water, and sustainability are important factors.
- Does the focal lake have other uses besides aesthetic purposes? Its multi-functional purposes should be mentioned in the water supply assessment. *The lake is multi-functions. The lake serves as an aesthetic amenity, placemaking feature, flood control, water quality, and for stormwater drainage. The water can also be used for irrigation if appropriately treated. The lake will have a liner to prevent water from percolating into the groundwater basin.*
- What happens if the pressure from the water table pushes the liner up because the lake is not filled to its capacity? *The focal lake has an additional capacity of 3-4 feet of water in the event of a flood. The groundwater level at Santa Teresa Boulevard and Bailey Avenue is typically 10 feet below surface. As long as the water level of the lake is at or above the groundwater level, there will not be any buoyant pressure to force the lining up. The volume inside the liner displaces the groundwater. That volume then moves to other parts of the groundwater basin. This is a relatively small volume compared to the total volume of the groundwater basin. It will not have a significant effect in raising or lowering the groundwater. These issues have been factored into the size and depth of the lake.*
- The focal lake was originally not suitable for recreational uses. Will the new idea of using potable water provide this opportunity? *The SCVWD is intending to use fully advanced treated recycled water. Although this type of water quality is not measured under the same standard used to measure drinking water, it has the highest water quality and exceeds all drinking water standards. The focal lake has the potential to be a fully utilized recreational lake.*
- The list of water conservation implementation strategies seems to be comprehensive. The number one consumer is lawns. How will the city's Model Efficient Landscape Ordinance address this issue? *Staff will research this question and come back with a response.*
- In regards to the water resource goals and policies in the San Jose 2020 General Plan, areas without cars will have very low levels of groundwater contamination. It is important to have congestion-free areas in major places where people will gather.

- Encouraged to hear that fully advanced treated recycled water exceeds potable water standards. Will additional water treatment stations be needed in order to reach that level of water quality? *The water will be treated through microfiltration, reverse osmosis, and ultraviolet to reach this level of water quality. This meets the standards for recharging it into the groundwater basin for drinking purposes.*
- Is using recycled water to recharge aquifers done in any other part of the state? *Orange County has a very successful groundwater recharge project that uses recycled water.*
- What are examples of mitigation measures for taking water from Santa Clara Valley sub-basin? *If water supply would need to be replenished if water was taken from the Santa Clara Valley sub-basin. Mitigation would be needed during dry years. An example of an appropriate mitigation measure is to invest in recycled water in North County to offset the loss during dry years.*

The public provided the following questions and comments:

- Mark Boyd indicated that it was good to see Pat Dando at City Hall again. Bicycle facilities in Berkeley are called bicycle boulevards. Mark wanted to speak in regards to Council's Vision and Expected Outcomes statement #4. He attended a community meeting and spoke about the feasibility of windmill farms and whether or not taller buildings would hinder solar energy opportunities. Mark was concerned that the CVSP is not going far enough in terms of sustainable development practices. This represents a defining moment in directing the future of sustainable growth. San Jose is fifteenth in the nation in terms of sustainable development. The next industrial revolution will be the energy revolution. The federal government set aside \$188 million in loans and grants for renewable energy. Solar energy should be a central feature of the CVSP. If Coyote Valley were built with green homes and businesses, residents would want to stay in the community and support local businesses and would be more willing to use transit. Mark does not think the city will be able to reduce the amount of greenhouse gases it is required to do.
- Brian Schmidt, with the Committee for Green Foothills, stated that the preliminary findings of the water supply assessment addresses water supply available for CVSP development build-out. Prior to presenting the PowerPoint slide regarding preliminary findings, however, staff indicated that the water supply assessment was done to the year 2030. The California Environmental Quality Act (CEQA) requires a complete environmental analysis of water supply needed for the project at build-out and where the water will come from. In regards to the SCVWD's role, it is unclear what is meant by "SCVWD participates in selection a preferred alternative for water supply." Who will be the lead agency? Who will chose the preferred alternative? Awhile back, Brian heard that there was a problem with insufficient transmission capability from the Central Valley to this area. Is this an issue?
- Melissa Hippard, with the Sierra Club, indicated that Coyote Valley would greatly need to rely on groundwater for water supply. Melissa is pleased that the plan proposes a 100-foot setback for the Coyote Creek riparian corridor and a 300-foot setback for Fisher Creek. She recommended that the plan accommodate greater capacity for groundwater recharge from natural sources rather than building higher cost infrastructure.

- Frank Crane, representing the Mikami family, indicated that his family owned property on the east side of Monterey Road. When the area was first annexed in 1958, there was a plan for water service. Properties located east of Monterey Road have greater accessibility to water supply than any other part of Coyote Valley. He does not see how there are competing water suppliers when it is a public utility. It is ineffective for there to be multiple water suppliers with different water sources.

## 5. Public Comments

The public provided the following questions and comments:

- Bob Eltgroth, with Silicon Valley Bicycle Coalition, congratulated council member Williams for his international exposure last week with the Amgen tour. Taking place in District 2, the time trial went through Coyote Valley and decided the outcome of the race. In regards to the February 13, 2006 task force meeting summary, some proper names were not capitalized. The cited documents are available from the city and VTA. The VTA Bicycle and Pedestrian Advisory Committee are beginning to re-do the countywide bicycle plan. There are multiple corridors going through Coyote Valley. This is the time to attend some of the BPAC meetings and speak during public comments. Bob was told by a former councilmember that since Almaden Valley streets are not safe, children are being transported in cars. He hopes that the making streets safe will be addressed since it directly affects transportation.

## 6. Adjourn

Councilmember Williams stated a public outreach request was made at the last community meeting. Staff will look at how CVSP community meetings can take place throughout the city.

Task force member Ken Saso indicated that he preferred that the community meetings be held in Coyote Valley.

Since there was not a quorum, the February 13, 2006 task force meeting summary will be considered by the task force for approval at the next task force meeting.

Councilmember Williams adjourned the meeting at 7:19 p.m. The next task force meeting will take place on March 13, 2006.